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PATENT

IN THE UNITED STATES PATENT AND TRADEMARK OFFICE

In re Application of

Toru FUSE, et al.

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Examiner:

ENGINE IDLE STOP CONTROL SYSTEM FOR VEHICLES

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THIRD REQUEST FOR CORRECTED FILING RECEIPT

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Sir:

Attached is a copy of the Filing Receipt received from the U.S. Patent and Trademark Office in the above-referenced application. It is noted that the International Filing Date is incorrect. Attached is a copy of the International Published application, which evidences that the International Filing Date should read: March 30, 2001. It is requested that a corrected filing receipt be issued.

Respectfully submitted,

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Receipt is acknowledged of this nonprovisional Patent Application. It will be considered in its order and you will be notified as to the results of the examination. Be sure to provide the U.S. APPLICATION NUMBER, FILING DATE, NAME OF APPLICANT, and TITLE OF INVENTION when inquiring about this application. Fees transmitted by check or draft are subject to collection. Please verify the accuracy of the data presented on this receipt. If an error is noted on this Filing Receipt, please write to the Office of Initial Patent Examination's Cust mer Service Center. Please provide a copy of this Filing Receipt with the changes noted thereon. If you received a "Notice to File Missing Parts" for this application, please submit any corrections to this Filing Receipt with your reply to the Notice. When the USPTO processes the reply to the Notice, the USPTO will generate another Filing Receipt incorporating the requested corrections (if appropriate).

Applicant(s)

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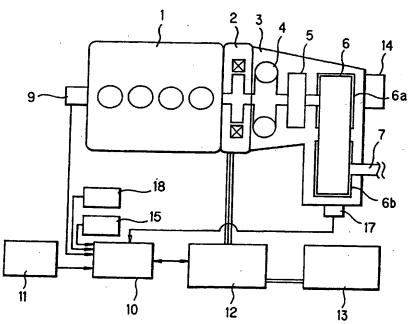
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(54) Title: ENGINE IDLE STOP CONTROL SYSTEM FOR VEHICLES



(57) Abstract: An engine (1) is stopped according to conditions when a vehicle has stopped, and the engine (1) is started by starting a motor/generator (2) when a request to restart the engine (1) which has stopped, is determined. Engine torque is absorbed by the motor/generator (2) so that that the starting torque according to an accelerator pedal depression after restart, is effectively the same torque for starting from the engine stop state as for starting from the engine idle state. In this way, the same starting performance is obtained when the vehicle starts from the engine stop state as when the vehicle starts from the engine idle rotation state.

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